AMENDMENT TO THE SPECIFICATION:

Please make the following change in the Abstract:

Method and device for reduction of a gas component in an exhaust gas flow of a combustion engine (1) that is adapted for operation by a lean air/fuel mixture. An exhaust pipe (21) is included for transport of the exhaust gas flow from the engine (1). A separation unit (22) is also included that is arranged along the exhaust pipe (21), which separation unit (22) [[ahs]] has a wall structure (32) of a material which provides separation of the gas component from the exhaust gas flow by means of a selective passage of the gas component before other gas components in the exhaust gas flow. The method provides for a reduction and a separation unit that is intended to be utilized during such a reduction. An improved reduction of in particular NO_x compounds from a so-called "lean-burn" engine is also provided.

Please add the following paragraph between paragraph [0031] and [0032]:

Fig. 6 shows an arrangement according to a fifth embodiment of the invention.

Please add the following text between paragraphs [0074] and [0075]:

A fifth embodiment of the invention is shown in Fig. 6. Fig. 6 is a slightly simplified principal diagram of an engine system which essentially corresponds to what has been described above, but which is intended for an engine 1 which is provided with a turbo-aggregate 36, which in turn includes an exhaust gas operated turbine 37 and a compressor 38 by means of which inflowing air is compressed. To this end, the turbine 37 and the compressor 38 are arranged on a common axle 39 in a known manner, wherein the compressor 38 is operated by the turbine 37 that is in turn operated by the exhaust gases that flow from the engine 1. Moreover, the system includes a so-called "intercooler" 40, by means of which the air, which has been fed through the compressor 38 and to the engine 1, can be cooled.

According to what is apparent from Fig. 6, the engine 1, via its exhaust pipe 21, is connected with a separation unit 22 of the type as described with respect to Fig. 1. The exhaust gases from the engine 1 are fed through the exhaust gas turbine 37 and further through the separation unit 22. In a manner which has been described above the separation unit 22 is adapted to separate a certain exhaust gas component, in this case NO_x. According to this embodiment, a reduction agent is supplied separately from the exhaust gas flow that is emitted from the engine 1. More precisely, the reduction agent is taken from the vehicle's own fuel. To this end, conduit 28 is adapted for feeding fuel from fuel tank 7 to separation unit 22. Furthermore, along the conduit 28, a special transformation unit 29, described above, is provided which is adapted for treatment of the fuel, which is fed via the conduit 28 into a form that is suitable as a reduction agent in the separation unit 22. In one embodiment, a connection to the surrounding atmosphere is provided for supplying a carrier gas to the transformation unit as shown in reference numeral 28b.

A conduit 31 is also provided for returning exhaust gases to the engine. In one embodiment, un-reduced NO_x is returned to the engine via conduit 31. In anther embodiment, the reducing agent that has not reacted with the exhausted gases is returned to the engine. In another embodiment, a combination of exhaust gases and unused reducing agent is returned through conduit 31 to the engine.

Conduit 31 connects the separation unit 22 with inlet 2 of the engine. In this manner any one of the exhaust gases described above can be returned to the intake side of the engine 1. This is conducive to decreasing the amount of NO_x compounds that are formed in the engine.